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## REPORT

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May 1949

25X11. The type aircraft represented on Annex 1 was seen over the factory field of the GORKI Aircraft Plant No. 21.

25X1 2. According to Soviets, German test pilots allegedly tested five or six of these planes every day.

October to December 1948

25X1 5. The following type aircraft was seen over the factory field of the aircraft plant located on the northwestern border of GORKI. Description [redacted]

25X1 Low-wing monoplane, swept-back wings set at about end of first third of fuselage; the thinness of the wings in contrast to the thicker version of the wartime planes was particularly noted. Rudder assembly unusually large and projecting high above fuselage. The shape of the elevator assembly was not remembered.

The engine was fitted in the fuselage. Air intake almost as large as cross section of fuselage; protective device in front of it was not seen. The exhaust outlet was under the tail assembly, ascertained by plumes of smoke observed occasionally. No further details available.

4. Soviets stated that the La-2 had been built in the plant up to about 1946, but [ ] may be mistaken about this date.

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CLASSIFICATION ~~SECRET~~

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CENTRAL INTELLIGENCE AGENCY

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March to May 1949

25X15. According to fellow P's, the following aircraft type took off from the factory field for the first time in March 1949 (see Annex 2, sketch 2):

Swept-back low-wing monoplane, rudder assembly similar in shape to that of a bomb, air intake in nose, exhaust outlet at rear, observed in the form of a dark aperture and ascertained from light blue plumes of smoke to be seen now and then. Fuselage slim and not very long.

6. After the first take-off of this craft there was a lapse of about 3 weeks, allegedly caused by the crash of this plane. Afterwards, there was again regular flying with this type, one of these planes flying for 30 to 45 minutes, followed by a pause of one hour.

25X17. [ ] the aircraft plant had a delivery plant in GORKI: no details available.

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8. Take-offs and landings of jet aircraft were daily observed at the factory field of the aircraft plant northwest of GORKI (43°51'00"E/56°19'30"N). According to Soviets, the observed planes were manufactured in the aircraft plant.

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9. Description of aircraft: Long, slim fuselage, low-wing monoplane with swept-back wings, engine mounted in front section of fuselage, air intake in nose, double rudder assembly.

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Comment:

a. The report confirmed the production of the swept-back-wing jet fighter under way at the GORKI Aircraft Plant No. 21 since early 1949.

b. The data on the double rudder assembly is at variance with all the former descriptions. It is believed an error in observation caused by the elevator assembly being set rather high.

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